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12 Queen's Road.

The China Mail.

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The Highest Possible Award.
JOSEPH
GILLOTT'S
PENS.
Of Highest Quality, and Having Greatest
Durability, are therefore
CHIEFLY USED BY
The only Award, 1899.
NUMBERS FOR USE BY BANKERS
Barrel Pens, 225, 226, 227
Slip Pens, 228, 229, 230, 231, 232, 233
In Fine, Medium, and Broad points.
The New Turned-up Point pen.

No. 11,984

號四十八年一零百九千一英

HONGKONG, WEDNESDAY, AUGUST 14, 1901.

日一初月七年丑辛

PRICE, \$2.50 Per Month.

AGENTS FOR THE CHINA MAIL.
LONDON:—F. Adams, 11 & 12, Clement's
Lane, Lombard Street, E.C. STREET
& Co., 30, Cornhill. GORDON &
GOTCH, Leadenhall Street, E.C. BARRA
HENDY & Co., 81, Cannon Street, E.C.
SAMUEL DICKSON & Co., 150 & 154,
Leadenhall Street, W. M. WILLS, 151,
Cannon Street, E.C. ROBERT WATSON,
150, Fleet Street, C. MITCHELL & Co.,
Shorn Hill, Holborn Viaduct, E.C.
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PAYNE & Co., 18 Rue de la Grosse
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OFFICE, 52, West 34th Street.
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generally:—BEAN & BLACK, San Fran-
cisco.
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ZEALAND:—GORDON & GOTCH, Mel-
bourne and Sydney.
CEYLON:—W. M. SMITH & Co., THE
APOTHECARIES Co., Colombo.
PATAVIA:—E. M. VAS DEMP & Co.
SINGAPORE, STRAITS, &c.:—KELLY &
WALSH, Ltd., Singapore.
PHILIPPINE ISLANDS:—A. S. WAR-
REN & Co., Manila.
CHINA:—MORSE, A. A. DE MELO, Amoy,
N. MOALE & Co., Ltd., Fuchow,
DUNN & Co., Shanghai, LANE,
CRAWFORD & Co., and KELLY &
WALSH, Fuzhou, LANE, CRAWFORD
& Co., and KELLY & WALSH.

Business Intimations.

NOTICE.

I HAVE THIS DAY Resumed my
DENTAL PRACTICE.

Wm. MacLEOD, D.D.S.,
Boagonsfield Avenue.

Hongkong, August 1, 1901. 1501

NOTICE.

THE Undersigned carry in Stock an
extensive line of CIGARS and
CIGARETTES from the "GERMINAL"
FACTORY of Manila, for which they are
Sole Agents in Hongkong. Prices mod-
erate. Stock of specially selected quality.
A trial solicited. Special Terms to Ex-
porters.

T. M. STEVENS & Co.,
1, Duddell Street.
Hongkong, August 2, 1901. 1507

TEBRAU PLANTING COMPANY, LIMITED.

NOTICE is hereby given that in ac-
cordance with ARTICLE IX paragraph
3, of the Articles of Association of the
Company, the following SHARES have
been FORFEITED.

1000 11000
11250 11335
11350 11585
11750 11885
11850 11485

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, August 6, 1901. 1528

Wanted.

IMPERIAL BANK OF CHINA.

WANTED.

AN EXPERIENCED MAN of business
to act as COMPTROLLER from next
China New Year.
Full particulars can be obtained on
application to the Undersigned.
For the Imperial Bank of China.

E. W. RUTTER,
Manager.
Hongkong, July 30, 1901. 1573

HONGKONG HIGH-LEVEL TRAM- WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 8.00 p.m. Every 10 minutes.
SUNDAY.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS as on Week Days.
Extra cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the
Company's Office, 38 and 40, Queen's Road
Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, April 2, 1901. 1661

'THE REVENUE OF CHINA.'

A SERIES OF ARTICLES,
Reprinted from 'The China Mail.'
WITH AN APPENDIX.

To be had at the OFFICE of this PAPER.
Messrs. KELLY & WALSH, LTD.,
And Messrs. W. B. BROWN & Co.
Price, 50 Cents.

Company Notices.

HONGKONG AND SHANGHAI BANK- ING CORPORATION.

NOTICE is hereby given that the OR-
DINARY HALF-YEARLY MEET-
ING of the SHAREHOLDERS in this Cor-
poration will be held at the CREY HALL,
Hongkong, on SATURDAY, the 17th
day of August Next, at Noon, for the
purpose of Receiving the Report of the
Court of Directors, together with a State-
ment of Accounts to the 30th June, 1901.
By Order of the Court of Directors,
T. JACKSON,
Chief Manager.
Hongkong, July 30, 1901. 1570

HONGKONG AND SHANGHAI BANK- ING CORPORATION.

NOTICE is hereby given that the OR-
DINARY HALF-YEARLY MEET-
ING of the SHAREHOLDERS in this Cor-
poration will be held at the CREY HALL,
Hongkong, on SATURDAY, the 17th day of
August next (both days inclusive), during
which the Report of the Court of Directors
will be presented, and the Statement of
Accounts to the 30th June, 1901, will be
considered.
By Order of the Court of Directors,
T. JACKSON,
Chief Manager.
Hongkong, July 30, 1901. 1577

UNIVERSAL TRADING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIRST ORDINARY ANNUAL
MEETING of SHAREHOLDERS
in the Company will be held at the COM-
PANY'S OFFICE, No. 4, Des Voeux Road
Central, on SATURDAY, the 17th instant,
at 12 o'clock noon, for the purpose of
receiving the Report of the General
Manager, together with a Statement of
Accounts to 30th June, 1901, and electing
an Auditor.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from TUESDAY,
the 13th, to SATURDAY, the 17th instant,
both days inclusive.

ELLIS KADOORIE,
General Manager.
Hongkong, August 10, 1901. 1571

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY
MEETING of SHAREHOLDERS
will be held in the Office of the Company,
Queen's Buildings, Commaught Road, on
MONDAY, the 19th August, at 12 o'clock
noon, for the purpose of receiving the
Report of the Directors and the Statement
of Accounts to the 30th June, 1901.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 15th to 19th
August, both days inclusive.
By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, July 25, 1901. 1537

GREAT EASTERN & CALEDONIAN GOLD MINING CO., LTD., IN LIQUIDATION.

AN EXTRAORDINARY GENERAL
MEETING of the PREFERENCE
SHAREHOLDERS of the above named
Company will be held at the Co.'s Office,
No. 14, Des Voeux Road, on TUESDAY,
the 20th of August, at 12.15 o'clock p.m.,
when the subjoined Resolution which was
passed at the Extraordinary Meeting of
Preference Shareholders held on the 20th
of July, 1901, will be submitted for con-
firmation as a Special Resolution, viz:—
That in lieu of making a Call, the Pre-
ference Shareholders do accept the pro-
posal of the Liquidator to divide the
available assets among them.

THE LIQUIDATOR,
M. BENNECKE.
Hongkong, August 6, 1901. 1523

HONGKONG HOTEL CO., LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY
MEETING of SHAREHOLDERS
will be held at the Company's Hotel, on
WEDNESDAY, the 21st August, 1901, at
Noon, for the purpose of Receiving a
Statement of Accounts of the Company to
the 30th June, 1901, with the Report
of the Directors, and to discuss any matter
that may be competently brought before
the Meeting.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 15th to the
21st August, both days inclusive.
By Order of the Board,
G. MOONEY,
Secretary.
Hongkong, August 10, 1901. 1570

CHINA SUGAR REFINING CO., LD.

NOTICE.

IN accordance with the provisions of No.
121 of the Articles of Association the
General Meeting of this day declared an
interim DIVIDEND of 5 per cent. for the
half-year ending 30th June, 1901, on the
Paid-up Capital.
DIVIDEND WARRANTS PAYABLE
on SATURDAY, the 24th August, will be
issued to Shareholders on Application.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from 15th to 24th
inst. both days inclusive.
JARDINE, MATHESON & CO.,
General Agents.
Hongkong, August 12, 1901. 1650

MEE CHEUNG, HIGH-CLASS PHOTOGRAPHER.

Developing and Printing for Amateurs.
ENLARGEMENTS A SPECIAL FEATURE.

1587

Business Notices.

HONGKONG STEAM LAUNDRY CO., LIMITED.

WASHING! WASHING!

Gentlemen's (Ordinary) at a Fixed Price
of 88 per Month, per head or as per Tariff,
Ladies and Families—As per Tariff.
All Articles Disinfected.
SHIRTS, COLLARS AND COVERS WASHED BY
MACHINE.

California Workmen Employed.
No Clothes Sleeping on Premises.
Depot—No. 5, Lee House Street.
F. G. ALLEN, Manager.
Hongkong, August 3, 1901. 1529

NEW MUSICAL PUBLICATIONS, MAESTRO A. CATTANEO.

GRAND MASS (with Organ Accep-
t). No. 1 ALBUM (3 Songs, English and
Italian). No. 2 ALBUM (3 Songs).
The "Lily" Waltz and "Lily" Waltz.
NEW FEATURE.
Pocket Edition of Piano Music:
including March dedicated to Hongkong
Volunteers and Polka to Pink Resplenda.
To be had of all Music Dealers. 801-2

THE ROBINSON PIANO CO. LD.

Best Value in

PIANOS.

Monthly Payment System.

TUNING.

REPAIRS.

Our Speciality.

INSTRUMENTS.

STRINGS.

MUSIC.

Grand Stock reduced to Clear.

BICYCLES

AND

TYPEWRITERS.

SOLD, EXCHANGED AND REPAIRED.
Prices varying from \$65 to \$225.

ASCETYLENE LAMPS & CARBIDE.

DRAGON CYCLE DEPOT.

11, D'Aguilar Street.
Hongkong, 9th February, 1901. 323

'KIRIN.'

A Delicate

Lager.

THE CELEBRATED BEER OF

JAPAN.

QUARTS, \$2.50 per dozen.

PINTS, \$1.75 do.

W. HUTTON POTTS,

Sole Agent for Hongkong.

22.

Why:

A cup of Bovril, so readily pre-
pared, is the best stimulant
that can be had—refreshing,
nourishing and strengthening.
It promotes and sustains energy.

BOVRIL

To be obtained at all STORES, CHEMISTS,
HOTELS, &c., throughout Hongkong, China
and Japan.

405

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

4, PRAYA CENTRAL

(NEAR THE ENGINEERS' INSTITUTE).

PACKING OF EVERY DESCRIPTION,
BOILER COMPOSITION,
ENGINE AND OTHER OILS,
ALWAYS KEPT IN STOCK.

ALL ARTICLES OF FIRST-CLASS QUALITY.

BRADLEY & Co., Managers.

LANE CRAWFORD & CO.

HAVE JUST RECEIVED

A LARGE CONSIGNMENT

OF AMERICAN BOOTS

TAN CALF, BLACK CALF, and GLACE KID,

SQUARE, MEDIUM, and POINTED TOES.

PATENT COURT SHOES

AND

SHOOTING BOOTS.

AN INSPECTION IS INVITED.

LANE, CRAWFORD & CO. 1505

Cutler, Palmer & Co.,

(Wine Shippers to China since 1815).

Have always Stocks of their well-known Brands with

SIEMSEN & CO. 1462

DENNY, MOTT & DICKSON, LD.,

BANGKOK (SIAM).

TEAK MERCHANTS AND SAW MILLERS.

SIEMSEN & CO.

Sole Agents for Hongkong and South China.

Hongkong, August 1, 1901. 1588

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LITERATURE, 20 VOLUMES, BEAUTIFULLY
BOUND, AND INCLUDING A PORTFOLIO OF
VERY FINE ENGRAVINGS, \$50.00.

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Benjamin's Bulwark: The Achievements
of our Seamen; the Honours of our Ships.
Very Choice Illustrations; to be com-
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35 cents each. 1500

THE PHARMACY,

10 Queen's Road Central, Hongkong.

ENGLISH AND FOREIGN PATENT MEDICINES. Prescriptions carefully
dispensed by a qualified CHEMIST. Special attention to FRENCH and Other
FOREIGN FORMULAE.

SOMERVILLE'S 'EXPORT AND 'GLENDOUR' WHISKIES.

PORTSOY HIGHLAND WHISKY (PURE MALT).

MANILA CIGARS.

Manager, RICHARD FLEET.

1582

JOHNSON'S

DIGESTIVE TABLETS.

The Great Remedy for

INDIGESTION, DYSPEPSIA, FLATULENCY

AND ACIDITY OF THE STOMACH.

VICTORIA DISPENSARY,

QUEEN'S ROAD.

1763

ASK FOR FERGUSON'S

P. & O.

SPECIAL LIQUEUR, 10 YEARS OLD

HIGHLAND WHISKY.

FERGUSON'S

SPECIAL CREAM

BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland,
devoid absolutely of all deleterious matter.

THE CREME DE LA CREME OF

WHISKIES.

PURE AND MILD.

Sole Importers,

F. BLACKHEAD & Co.

23

Business Notices.

HOCKS, MOSELLES, -

AND CHAMPAGNES. -

The undersigned having been appointed Sole Agents of the well-known Firm

HENKELL & CO., MAINZ,

they always hold a Stock of their CELEBRATED and ABSOLUTELY PURE

HOCKS AND MOSELLES,

Niersteimer, Bornastaler, Erdener Treppchen,

Oestlicher, Marcobrunner, Josephshofer.

CHAMPAGNES, Henkell Trocken (Dry),

Henkell Sekt Trocken (Extra Dry)

SIEMSEN & CO. 1461

Hongkong, 15th July, 1901.

GREEN ISLAND CEMENT CO., LD.

Portland Cement.

In casks of 375 lbs net \$5.50 per cask, ex Factory.

In bags of 250 lbs net \$3.30 per bag, ex Factory.

FACTORIES—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glazed

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FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

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GENERAL MANAGERS. 2635

CHAS. HEIDSIECK'S

CHAMPAGNES:

WHITE SEAL (1893 VINTAGE).

CACHET IMPERIAL (Extra Dry; Gout American)

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN.

1585

PHOTOGRAPHIC

GOODS OF ALL DESCRIPTIONS; PLATES, PAPERS AND CHEMICALS.

EASTMAN'S

KODAKS, FILMS & ACCESSORIES.

DEVELOPING & PRINTING UNDERTAKEN.

Developing Solution

FOR PLATES AND FILMS, VELOX, DEKKO AND BROMIDE PAPERS.

Gold Toning Solution

FOR P. O. P. ALL MADE READY FOR USE.

ACHEE & CO.,

17A QUEEN'S ROAD, CENTRAL. FEW DOORS EAST OF THE HONGKONG HOTEL.

465

HONGKONG HOTEL.

A FIRST-CLASS HOTEL, PROVIDED WITH EVERY COMFORT.

NEWLY-FURNISHED ROOMS.

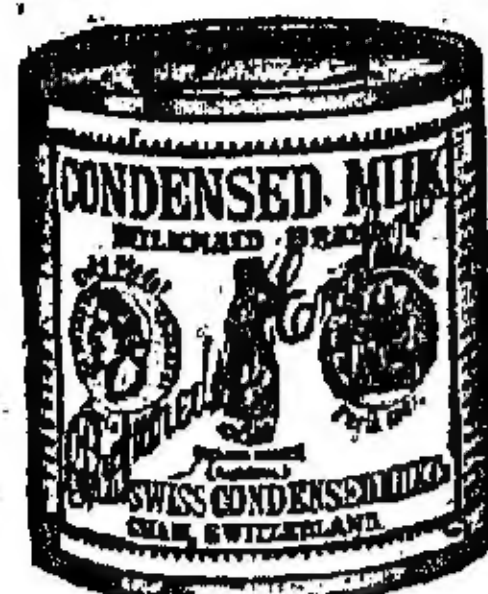
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NEW REFRIGERATING PLANT.

BEST QUALITY LIQUORS & PROVISIONS.

Intimations.

Milkmaid



BRAND
Milk

Guaranteed
Full Cream.

Largest Sale in the World.



G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINK-NEZ AND EYE PRESERVES.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.

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"HARLENE" FOR THE

THE VERY FINEST DRESSING.
SPECIALLY PREPARED AND DELICATELY PERFUMED.
RESTORES THE HAIR.
PROMOTES THE GROWTH.
ARRESTS THE FALL.
STRENGTHENS THE ROOTS.
REMOVES DANDRUFF.
ALLAYS ALL IRRITATION.
EDWARDS' HARLENE CO., 95 & 96, HIGH HOLBORN, LONDON, ENG.

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ENLARGEMENTS ON BROMIDE PAPER
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ALL KINDS OF WORK DONE FOR AMATEURS.
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RAINIER BEER

IS THE BEST LIGHT BEER THAT HAS EVER
BEEN BROUGHT INTO THE COLONY.

Its use will be found most invigorating
at all times.

PRICE:
Per Case 6 dozen Pints, \$13.50.
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A. S. WATSON & Co.,
Limited,
WINE & SPIRIT MERCHANTS, &c.
HONGKONG DISPENSARY.

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"VIKING" NAVY CUT
IN YOUR PIPE
& Smoke it.

Manufactured by LAMBERT AND BUTLER, LTD., London, England.

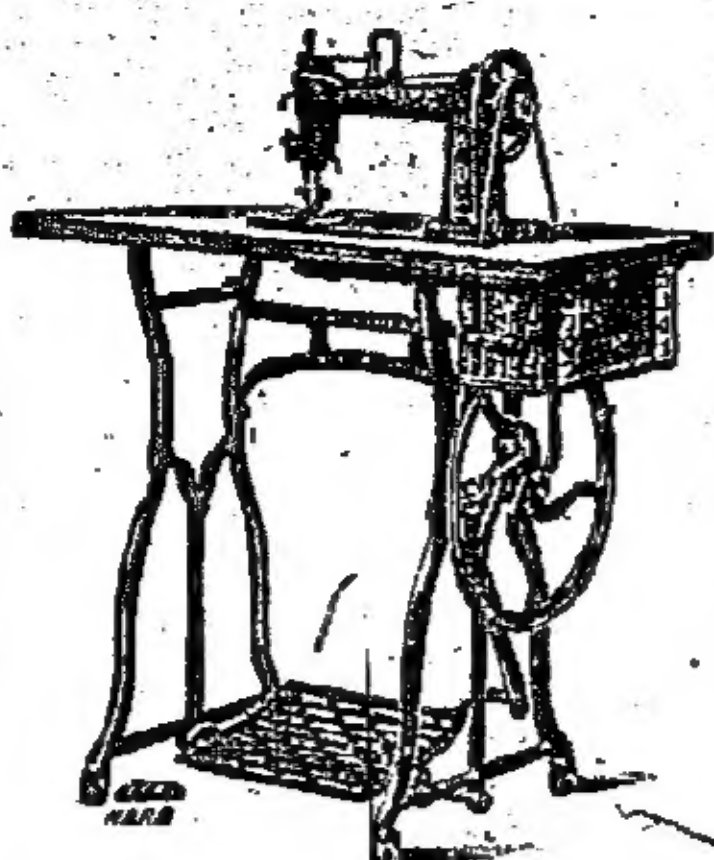
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HOLLOWAY'S
PILLS

For Indigestion, Heartburn,
Biliousness, Jaundice,
and all Complaints of the
Liver and Kidneys.

THEY ARE INVALUABLE
FOR THE USE OF FEMALES.

Manufactured only at 75, New Oxford Street, London. Sold by all Chemists and Medicine Vendors.

Intimations.



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APPLY TO
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SEND FOR CATALOGUES & LISTS.

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SOLE AGENTS FOR
O'BRIEN'S "DAGGER" BRAND,
GENUINE GUINNESS STOUT,
BOTTLED AT DUBLIN.
PINTS ... \$2.50 per Dozen.
QUARTS ... \$3.00 per Dozen.
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JUST UNPACKED.
BEST GERMAN SAUSAGES of a
well-known make in Small and Large
Tins of various kinds.
Finest WESTPHALIAN HAMS.
H. RUTONJEE,
5, D'AGUILAR STREET,
39 and 40, Elgin Road, Kowloon.
Hongkong, July 15, 1901. 181

THE CHINA AND JAPAN
TELEPHONE Co., Ltd.

HONGKONG EXCHANGE.
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.
EXCHANGE LINES.
\$80 Per Annum.
PRIVATE LINES.
\$100 Per Annum.

NO CHARGE FOR INSTALLATION.

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of more than average length.

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INSTALLATIONS

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Estimates given for all kinds of Elec-
trical work.

Trained Mechanics sent to Out-Port
to fit up Installations if required.

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J. STUART HARRISON,
Manager.

Hongkong, December 12, 1900. 140

ADVERTISEMENTS.

THE Attention of Advertisers is drawn

to the Latest Hours for receiving

Advertisements and Corrections to Ad-
vertisements:—

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be
sent to this Office not later than 11 a.m. New
Advertisements should be sent in before
3 p.m.

BAIN & REID.

"CHINA MAIL" Office, Dec. 1900.

THE COMMERCIAL LAW AFFECT-

ING CHINESE;

With Special Reference to

PARTNERSHIP REGISTRATION AND

BANKRUPTCY LAWS IN

HONGKONG.

(Reprinted from the "China Mail.")

For Sale at the "China Mail" Office.

Price, 50 cents.

Dentistry.

AMERICAN SYSTEM
DENTISTRY
AT
39, QUEEN'S ROAD CENTRAL.
CHADWICK KEW.
(LATE OF PORT AND NOBLE.)
Hongkong, July 12, 1897. 2568

DENTISTRY.
SUI SANG.
Lately Practising at No. 1, SARATA
DEPTIST
No. 4, Queen's Road Central.
Hongkong, January 1, 1898. 3

SIEN TING.
Surgeon Dentist.
No. 14, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, April 24, 1900. 628

DENTISTRY.
AMERICAN SYSTEM,
WONG HO-MI,
SURGEON DENTIST.
TERMS MODERATE. Consultation Free.
50, Queen's Road Central.
Hongkong, October 3, 1899. 2190

Hotels.
THE
Peak Hotel.

CITY OFFICE,
7, DUDDELL STREET.

HOTEL ORAIGIEBURN.

PUNKET'S GAP, THE PEAK.
Near the TRAM TERMINUS. Telephone 56.
For Terms,
Apply to the MANAGER. 741

KOWLOON HOTEL.

THIS HOTEL is situated in a quiet
locality, away from the din and
disturbance of the City, and surrounded by
a delightful Garden in an ideal place of
Residence. The building stands on an
eminence, giving a magnificent view of the
Harbour and the City of Victoria. It is
within easy access of the Kowloon Wharves,
where the principal Mail Steamers disem-
bark Passengers, and from which there is a
regular ferry service to Hongkong.
Bowling Alley and Billiards.
The Cuisine is Excellent.
J. W. OSBORNE, J. H. DOWNS,
Proprietors, Manager.
Hongkong, September 6, 1900. 1850

THE WAYERLEY HOTEL,
ICE HOUSE STREET, HONGKONG.
A First-Class Private
Family Hotel.

HANDSOMELY FURNISHED and
Exceedingly Spacious Rooms.
Very MODERATE TERMS TO FAMI-
LIES BY THE DAY OR MONTH.
Hongkong, December 18, 1900. 2639

NEW VICTORIA HOTEL.

ROTISSERIE,
Meals a la Carte.
CHOPS, STEAKS, etc., etc., at any
time, between 7.30 a.m. and 11
p.m.

Monthly Tiffin at Moderate Rates.
Madar & Farmer,
Proprietors.
Hongkong, May 1, 1899. 1787

Pelham House,
FAMILY HOTEL,
1865 WYNDHAM STREET.

WEEKLY NEWS
FOR HOME.

The Overland China Mail

Published to suit the Departure
of each English and French
Mail Steamer to Europe.

FULL REPORTS
AND ALL THE LATEST INTELLIGENCE
(Commercial, Shipping, etc.)

14 per Annum (including Postage).
"CHINA MAIL" OFFICE,
5, WYNDHAM STREET, HONGKONG.

EAST PRATA RECLAMATION
SCHEME.

AS PROPOSED TO THE HONGKONG
GOVERNMENT AND THE MARINE
LOTHOLDERS BY THE HON. C.
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Hongkong, August 8, 1901. 1651

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Hongkong, August 8, 1901. 1550

THE BRITISH NAVY.

**Navy League's Reply to Lord
Selborne.**

The following reply of the Navy League
Executive to Lord Selborne's recent speech
is forwarded to us by the Secretary:—

The First Lord welcomes criticism pro-
vided it comes from a legitimate source,
that it is reasonable, and that the critics
have taken the trouble to ascertain the
facts, but complains that he is asked in
public prints and other documents to admit
that the whole Board, including Lord
Walter Kerr, the late Sir Lord Sir Freder-
ick Richards, and the Junior Lord are
indifferent to the welfare of the Navy, in-
capable of doing their work, and ignorant
of the requirements of the country. No
such statement has been made by respon-
sible critics. What is alleged is that the
Admiralty, being governed by political con-
siderations, is necessarily the shuttlecock
of political convenience.

Protest is raised against the control of
the Navy and naval decisions of momentous
interest being determined not from the Im-
perial and national standpoint but from
reasons of political convenience. When, as
under present circumstances, the political
head of the Admiralty is entirely in the
hands of his First Sea Lord, who has no
time to think, then the personality of that
First Sea Lord becomes a matter that con-
cerns the well-being of every citizen in the
country. Lord Salisbury has told us that
the business of defence is not the business
of the Government but the business of the
people themselves. Lord Selborne mini-
mises the gravity of the case of his critics
and resists an attack that has not been
delivered while he evades the vital issue.
The Navy League wish to see the opinion
of the naval expert laid before Parliament.
If this is impossible, owing to constitutional
difficulties, then hurrah for the British
Constitution and down with the British
Empire!

INTELLIGENCE DEPARTMENT.
It is true that there is a Department of
Naval Intelligence at the Admiralty, but
the duties of this Department are merely
to recommend, not to enforce. There is no
power of decision. There is nothing what-
ever to show that the opinions of the De-
partment of Naval Intelligence are ever
acted on. The thinking department of the
Admiralty is the most important of all. It
should consist, not of three captains (with
their Clerks) whose voice is never listened
to; it should rather be a dominant depart-
ment acting as the brain of the Navy.
Thinking divorced from responsibility
necessarily leaves decisions to the thought-
less or overworked. Molthe's, Blumenthal's
and Nelson's successes were due to the
fact that thinking and responsibility for
decisions were united in one individual.

DISTRIBUTION OF SHIPS.
It is not a fact that any proposals have
been made in any responsible quarter to
relieve the Admiralty of deciding the dis-
tribution of ships. To do so would be
absurd. As a matter of general policy it
may be questioned whether the crews of the
useless and unworthy ships now
scattered in different parts of the world
would not be very much better employed
in squadrons of "cruisers" or in flying
squadrons. That is a matter of opinion.
Nor is it easy to perceive why the North
American, East India, and South Ameri-
can Squadrons are maintained in the pre-
sent state of the Mediterranean Fleet. All
that is desired by responsible critics of the
Admiralty is to point out to the country
the facts of the case. In this criticism
they appeal to the language of the present
Secretary of the Admiralty used in the
debate on the Navy Estimates in 1896:—

"The leader of the Opposition said that
we were to accept the proposals of the Go-
vernment, because they were proposed by
a responsible Government with their
knowledge of the necessities of the case.
Was it not an elementary fact that during
the last ten years everything that had been
conceded had been forced by agitation from
the responsible Government, and had been
something they did not intend to give?"
The increase of the Navy Estimates had
proved that the Estimates made by former
responsible Governments did not cover the
necessities of the case. To tell them that
they must accept these Estimates, because
they were proposed by a responsible Go-
vernment, was to fly in the face of all ex-
perience.

Lord Selborne admits that while strategy
is the main factor in policy as in war
strategy has constantly to be disturbed by
other considerations connected with the
general duties and responsibilities of Em-
pire. That admission from the First Lord
of the Admiralty constitutes the gravest
indictment against the present adminis-
tration of the Navy which has yet appeared
in any quarter, and imperatively calls for a
national demand that political meddling
with the fleet shall end once for all.

THE PRESENT POSITION.
Lord Selborne says that the eight
principal powers have 318 battleships and
cruisers in commission, and of that number
Great Britain has more than one-third,
namely 120. If this statement means any-
thing it is that the proportion of strength
in commissioned ships belonging to Great
Britain is adequate to the occasion, but if
this be so why are cruisers withdrawn from
the Mediterranean for China and South
Africa? The naval strength of Britain is
useless unless it is placed where it is
wanted. Mobilisation by France at Toulon

can be secretly conducted. Crews are
embarked or disembarked in Toulon ar-
senal without foreigners being any the
wiser. Not a single British crew, even of
a gunboat, can be sent to Malta without
every chancellerie in Europe being aware
of the fact. In other words, secret mobi-
lisation to a very considerable extent is
feasible both to France and Russia; it is
impossible to England. Britain acts in
the blazing light of publicity; while
France and Russia (in the Black Sea) by
their geographical position are screened so
far as their southern coasts are concerned
from observation. The officers of the Me-
diterranean Fleet are probably as good judges
of the capacity of their vessels to meet the
task that may be thrown on them as the
politicians and when we find a civilian
politician First Lord differing from them
on a vital matter affecting the existence of
the Empire, it is a question whether the
Fleet or the politician is entitled to credence
by the nation. Lord Selborne declares
that if there had been no calls on the Navy
in China and South Africa it is quite
certain that the Mediterranean Squadron
would have had its share in the increment
of the Navy Critics of the Admiralty hold
that the full strength of the Mediterranean
Fleet should be maintained irrespective of
any calls that may arise elsewhere.

Lord Selborne states that in his opinion
ships have been withdrawn from the Me-
diterranean Squadron with the most per-
fect safety to the Empire. Here again is
a conflict of opinion. Two months before
the Boer war the politicians and the War
Office felt perfectly confident that a gari-
son of 7,000 men was sufficient for South
Africa. Everybody knows that 7,000 men
were not sufficient for South Africa and
the consequence of political mismanage-
ment has been the prolongation of a war
that should have been taken in the stride
of Empire, into a period already approach-
ing its twenty-first month.

SEA-RICKNESS.
Lord Selborne declares that the highest
duty in training seamen is "Gunnery,
gunnery, gunnery," but he failed to
add that the Admiralty method of
training seamen in gunnery is to
train them on shore. What is the value of
a seafaring gunner, and sea-sickness in His
Majesty's Navy owing to Admiralty mo-
delling is an ailment that is becoming far too
common. The proper training of seamen
is at sea.

THE NEW PROGRAMME.
The great blot on the new programme of
the Admiralty is that only 10 destroyers
are to be built. Lord Selborne declares
that 16 are in the Mediterranean, but he
does not say that four of them are in-
capacitated. It would be interesting to
know at what date the Skate and the
Starfish will complete their repairs or
whether any date can be fixed when they
will be out of dockyard hands. Are their
defects incurable? The indictment against
the Admiralty on the subject of destroyers
is admitted by the First Lord when he says
that "we shall be in a position very shortly
to send out more destroyers to the Me-
diterranean. But the question is why
have not these vessels been built and
dispatched before? The answer is be-
cause the money to build them has
been diverted to other purposes uncon-
nected with the Navy, and because politics,
not the needs of the Navy, is the first
consideration.

THE MEDITERRANEAN FLEET.
Lord Selborne believes that the Channel
Squadron and other reinforcements will
reach the Mediterranean Squadron in time
to prevent any junction of hostile squad-
rons. That may be so, but the whole
point of the indictment against the Ad-
miralty is that the Mediterranean Squad-
ron should be in a position to strike the
first blow without waiting for reinforce-
ments, and that immediately on the de-
claration of war it should be ready to
throw itself on its enemies. This is the
vital point. The policy of the Government
is to delay reinforcements "until the time
comes." It may then be too late. The
Mediterranean Fleet should be at such a
strength that it need not wait one day or
even one hour before delivering its attack.
The people of England now learn from the
First Lord himself that the Mediterranean
Squadron is not ready for war. The sup-
posed critical position arises, not as Lord
Selborne says "from the hypothesis

can be secretly conducted. Crews are
embarked or disembarked in Toulon ar-
senal without foreigners being any the
wiser. Not a single British crew, even of
a gunboat, can be sent to Malta without
every chancellerie in Europe being aware
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from observation. The officers of the Me-
diterranean Fleet are probably as good judges
of the capacity of their vessels to meet the
task that may be thrown on them as the
politicians and when we find a civilian
politician First Lord differing from them
on a vital matter affecting the existence of
the Empire, it is a question whether the
Fleet or the politician is entitled to credence
by the nation. Lord Selborne declares
that if there had been no calls on the Navy
in China and South Africa it is quite
certain that the Mediterranean Squadron
would have had its share in the increment
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that our opponents will not as cowards, but from the fact that the French, and for that matter the English too have often struck a blow without previous declaration of war. History records numerous cases when this has been done. In fact wars have begun as often without declarations as with them. Jurists are divided in opinion as to the necessity of a previous declaration to the enemy. This being so it is right to run the risk of presenting such a temptation to possible enemies as is now offered by the state of the Mediterranean Fleet? The answer to this question belongs to the people not to officials. The present Government of France may be succeeded by a Chauvinist administration. The mob in France has far more influence over Government than in this country. Even Ministerial utterances are sometimes inspired by the mob. It is, therefore, necessary in the interests of peace, to take adequate precautions for the prevention of a surprise, not against a loyal and friendly French Ministry but against the madness of political adventurers. The Mediterranean Fleet is the structure upon which our national life rests. All that is asked is that it should be ready to strike the first blow not after a delay but at once. Under present Admiralty dispositions several days will be lost while the Admiral is picking up his reinforcements. A child can see the difference in a naval war begun by a successful, perhaps an annihilating blow delivered by England, and a war only begun after delay which will give an equal chance to our opponents. The Mediterranean fleet when strong is the only effectual Peace Society.

AUXILIARY SHIPS.
The question of auxiliary ships and the extent to which they should accompany the Fleet in peace time is of course a matter for the experts. That, however, is not the point Lord Selborne has to meet. What the Navy League has pointed out is that these auxiliaries do not exist, and that it is not safe to leave their provision until after war has broken out. That a great nation like England should be dependent on foreign charity for the gift of a hospital ship for the Mediterranean is a scandal. The repeating ship that is at the present moment being built should have been built immediately the South African War broke out. The difficulty about the distilling ships should before now have been overcome. The necessity of providing them has been repeatedly pointed out and was only tardily accepted by the Admiralty. The depot ships for destroyers should have

been in the Mediterranean a year ago. One does not require to be a naval expert to know that neither officers nor men can keep every faculty on the strain for more than 48 hours without physical and mental collapse. Lord Selborne says that store ships, telegraph ships, and other kinds of ships are all provided for and will be sent to the different squadrons in time of war. Why is there no practice in the use of these ships? Where are they? Do they exist? How will you know whether they will work in time of war in the place and under the conditions that will prevail after war breaks out? The present Board of Admiralty is leaving all this to chance, and after the experience of the Boer war it is strange that the head of the Admiralty should tell the English people that what is necessary will be done after war breaks out. The people of England wish to see that their heavy insurances against fire are effective. How can this be ascertained unless the operations of war are practised in time of peace.

EGYPT.
Lord Selborne says that Egypt is not undefended. At the time Lord Selborne spoke the weak Mediterranean Squadron was at Gibraltar while the French united fleets, hoisting 62 pennants, with seven Admirals, and 78,000 soldiers in Algeria, lay between Gibraltar and Egypt. In what sense could Egypt be said to be defended by the Navy under those circumstances? It was defended by the loyalty of the French Government. Under the present condition of things the beginning of a naval war involves the virtual abandonment of Egypt. Lord Selborne says that any hostile force rash enough to attack Egypt would find their cause to be 'hopeless.' We were told the same thing by experts about the Boers, but we were told wrongly. There is nothing to prove that Lord Selborne and his Board have more knowledge of the future than had Lord Lansdowne and his military experts. The Admiralty's policy exemplifies the English fault of under-rating one's enemies. We have always done so in the past, but in naval war surely it is better policy to make assurance sure at any cost than to run a risk that would end in fatal and irreparable disaster. Cost, however, is not the main factor in national safety. It is forethought—and we now know on the highest authority—that the thinking department has no power to enforce its decision.

THE MALTA BREAKWATER.
Why is the Malta breakwater not built?

The defence of Malta, if attacked, will be by ships of war. Malta is not to rely upon the Fleet in time of war. Bizerta is 210 miles from Valetta. Irreparable damage might be inflicted in the absence of a breakwater. The money required to build it has been spent on other things.

ARMOUR PIERCING SHELLS—SMOKE POWDER.
It is satisfactory to learn that armour-piercing shells are about to be issued to the Fleet, but nothing is said about the smoke powder. Mr Arnold Forster, however, declares that any indictment against the Admiralty on this head must fail. Why? The point of the indictment which is not met is that our possible enemies do not use black powder because they have provided themselves with smokeless powder, while the British Admiralty, with the wealth of Britain at its back, is unable to procure a commodity obtainable by France, Russia, and Germany. Some answer ought to be given to the British people. It is no answer to say that Admiralty officials are working as hard as they possibly can to remedy the defects of black powder. What we want is smokeless powder for our sailors, not political assurances of departmental zeal.

BOILERS.
The Admiralty decision that five kinds of boiler are to be tested in various ships now building is no doubt a wise decision arrived at on business principles, but is it not obvious to any commercial man that this test of the comparative merits of various kinds of boiler should have been instituted before, not after, the expenditure of millions on the Belleville and that in placing all their eggs in one basket the Admiralty have shown a want of ordinary prudence that justifies the criticism it has received?

THE ROYAL YACHT.
It is satisfactory to learn that the responsibility for the error in the construction of the Royal Yacht is to be followed by censure of the officers concerned. It is only regrettable that the principle of individual responsibility cannot be more widely distributed through all the departments of the public service.

REPAIRS.
It is satisfactory to learn from Mr Arnold Forster's statement that the repairing of ships useless or of little value in time of peace and of no value in time of war will be discontinued. But if this is the case why was £200,000 spent on the Dreadnought, a quibble-loading gun ship? This is where the money is wasted. Two destroyers could have been bought for the price of the Dreadnought's repairs—a ship which was

obsolete when repaired. We thus see that heavy Estimates are not the same thing as naval efficiency. The repairs of other ships useless in peace or war are now to be stopped. 'Sea galleons' apparently have their uses after all.

CONCLUSION.
Lord Spencer, who was one of the best First Lords of the Nineteenth Century, was pleased to be contemptuous towards the 'sea galleons.' But if they were so contemptible why does the House of Lords take so serious a step as to postpone its customary departure for dinner by nearly an hour, while the House of Commons devotes a couple of days in Henley week to the same subject? The speeches of Lord Selborne and Mr Arnold Forster show that hot haste is being made to atone for neglect and to supply the acute pressing needs of the Mediterranean Fleet. What, however, is of greater import to the nation is the demonstration of the fact that the lessons of the Boer war have not been laid to heart; that the thinking department of the Admiralty is divorced from power; that amendment of Admiralty methods is once more due to a popular demand and is not dictated by thoughtful appreciation of national needs. Under these circumstances there is no other course to pursue than to continue the agitation. The Mediterranean Fleet should either be strengthened or disbanded.

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General Memoranda.

SATURDAY, August 17:—

2.30 p.m.—Auction of Household Furniture, at No. 7, Granville Avenue, Kowloon.

MONDAY, August 19:—

Noon.—Meeting of Shareholders of the Hongkong and Whampoa Dock Co., Ltd., at the Offices of the Company, Queen's Buildings, Connaught Road.

TUESDAY, August 20:—

Goods per *Edin* not cleared at 4 p.m. subject to rent.

A RAMBLE THROUGH SOUTHERN FORMOSA:

By G. TAYLOR, I. M. Customs.

With Woodcuts.

[Reprinted from the *China Review*.]

One of the Best Sketches of Formosa Life yet written.

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We call attention to the slight increase in the prices of our 'B' and 'C' qualities, which alteration will take effect from 1st August, 1901.

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For a 'Soda' Brandy we strongly recommend the 'B' quality.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

The publication of this issue commenced at 5.30 p.m.

The China Mail.

HONGKONG, WEDNESDAY, AUGUST 14, 1901.

In another column we reproduced the statement by the Marquis of Lansdowne, the British Foreign Minister, regarding the Far Eastern Department of the Foreign Office. Viscount Templeton having asked in the House of Lords whether any of the officials (that is to say, the permanent officials who are the real rulers) employed in the Far Eastern Department of the Foreign Office had at any time served in China, Japan, or any of the Far Eastern Colonies, Lord Lansdowne replied that 'none of the officials employed in the Far Eastern Department of the Foreign Office have served either in China or Japan, or His Majesty's Colonies in the Far East.' The Foreign Minister, in the usual official manner to which the public is now accustomed, proceeded to give a long explanation, the purport of which, when it is analysed, is that it is rather an advantage than otherwise to have officials ignorant of local conditions in the Far East. This is a somewhat startling proposition; but if the Foreign Office clerks who sit in London and control British Ministers in Far Eastern Colonies have nothing to guide them on ordinary occasions but the information that filters through official channels we cease to wonder at the conduct of British affairs in the Far East. When Lord Lansdowne can say that the Foreign Office had no more expert or better-qualified adviser than Sir Claude Macdonald, the British communities of the Far East need not be surprised at any eccentricity of the Foreign Office during the eventful period that is in progress in the settlement of the China question. In addition to officials, however, Lord Lansdowne explained, it was customary to accept the guidance of the management of the Hongkong and Shanghai Bank, the Committee of the China Association, and gentlemen of experience in Far Eastern affairs. It will please the public to know that the Foreign Office acknowledges the information supplied by the Hongkong and Shanghai Bank as valuable. It is flattering to the higher officials of that important banking institution to know that they are depended upon by the Foreign Office of the greatest Empire the world has ever seen. But is it altogether right that the fate of a country's foreign policy should be decided by 'the man in the street'? So long as the Foreign Office is guided by the excellent advice of the Hongkong and Shanghai Bank, the interests of which are of steady growth and involved in the general prosperity of the Foreign communities in the Far East, there may be no reasonable grounds for apprehension so far as the British policy in China and Japan is concerned; but there is no guarantee that the Bank's advice will be accepted, still less that the Bank's advice will always be the best. That, however, is a mere side issue. The chief point to consider in connection with Lord Templeton's question is that for many years past, Great Britain's policy in the Far East has not received the general commendation of her nationals in these countries. Opportunities have been missed of improving the relations of Foreigners and Chinese—opportunities for sympathetic political influence, opportunities for trade expansion, opportunities for holding ground already gained. The past ten years has seen a steady decline in British prestige in this part of the world, and this falling off has been coincident with a steady growth of influence on the part of other Powers. Obstacles to trade have been tolerated; and there is a belief in some quarters that this is in no small degree due to interested advice given to the Foreign Office on critical occasions—not, we may add, by the Bank but by others who have enjoyed immunity from competition and who have no desire to introduce fresh competitors into a profitable field. It is not at all certain that the type of civil servant in the higher offices in London is comparable with that which built up the British Empire; but even if these men were geniuses they would be better able to discharge their imperial duties if they were acquainted with the countries and colonies allotted to their special care. To pass from larger imperial affairs to the consideration of the local requirements of a Colony like Hongkong, it seems ridiculous that so little power should be vested in

the Governor and so little confidence reposed in the people he governs—that every consideration of local Colonial life should be subject to the whim or otherwise of a permanent official comfortably ensconced in his office in London. What, for instance, can such an official say on the sanitary reform of Hongkong which will be of the smallest service to the Colony; what about the housing of the people; what about the public offices, the reclamation of the foreshore, the proposed reservation for Europeans, the educational system, or the thousand and one questions on which public opinion may run counter to local official opinion? What would be thought of the merchant or shipowner or manufacturer who selected as his principal assistants, inexperienced young men, ignorant it might be, of the work they are called upon to perform? When an alert and enterprising merchant wishes to open up a new field he invariably endeavours to obtain experienced assistance. Are the interests of the British Empire less valuable than the interests of a single merchant that the country allows ignorant young men to override the opinions of the experienced? For, in spite of all Lord Lansdowne said, there have been times during recent years when the British Government, even with the best lay advice at its disposal, has committed irreparable blunders in the Far East, entailing loss of prestige and loss of power. The subject is one well worthy of study by those who have British interests primarily at heart, and, in this connection, we would direct the attention of our readers to the extract from a Home contemporary giving details of the German method of preparing for colonial expansion.

LOCAL AND GENERAL.

The Chinese Regiment.

Captain Melnyuk-Montgomery, Grenadier Guards, who has been doing excellent work with the Chinese regiment at Wei-hai-wei, has been appointed to Sir Henry Trotter's Staff in Carlton House Terrace as aide-de-camp. Lieut. H. M. Farmer of the Lancashire Fusiliers is seconded for service with the Chinese Regiment.

A Bigamous Suggestion.

Women are sometimes accused of lacking a sense of humour, but a casual slip of the tongue which the Duke of Argyll made the other day in addressing a drawing-room meeting at Lowther Lodge was instantly and warmly appreciated. The Duke had said that after the war it would be an excellent thing if Boer and British were to inter-marry. 'We want the British to marry the Boer girl,' said the Duke, 'but we want him to have an English wife as well.' The peal of laughter which greeted the ambiguous declaration led the Duke to correct himself, and explain in grand haste what he meant.

Khaki for French Soldiers.

Khaki is now to be adopted in the French Army. A recent circular from the Minister of War states that the blue cloth clothing used by troops in the Colonies having been adversely criticised, will be replaced by garments of khaki-coloured material. The men will continue to receive their white cloth clothing, and this will be retained for use on Sundays and full-dress occasions. No changes are to be made in the form of the garments, but distinctive signs are to be placed on the collars and helmets, in order to distinguish the Artillery from the Infantry. For the present, khaki uniforms will only be supplied to troops engaged in the Colonies or on foreign service. The disciplinary battalions, however, are not to be affected by the change.

The British Military Officer.

In his official report on the war in South Africa, Captain Slocum, of the U. S. army, writes: 'The majority of the British officers look upon their army service as a mere incident in their lives, shortly to be given up for the delights of country and town life. Few of them look upon it seriously as a career, and consequently fail to make themselves proficient in those innumerable details necessary for a professional soldier to know, and rely too much—far too much—on the non-commissioned officers to assume those duties which rightly and properly they themselves should perform. The soldier sees too little of his officer, and consequently in critical times instinctively turns to his non-commissioned instead of his commissioned officer. The artillery has shown itself during this war, in my opinion, to be the best branch of the combatant service. The field and horse artillery were not of the most modern type and were very often outgunned by the enemy's, nevertheless, the gunners, both officers and men, have demonstrated that they are as good as the most critical commander could desire.'

A WORLD WIDE REPUTATION.

CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy has a world wide reputation for its cures. It never fails and is pleasant and safe to take. For sale by All Dealers, WATKIN'S Ltd., General Agents.

LOCAL AND GENERAL.

Notes by the Way.

There has been a good deal of sickness among the German troops in North China.

Viceroy Li and Chang have petitioned Li Hung-chang to shorten the period over which the indemnity is to range.

It is anticipated that Parliament will not be prorogued until the week ending August 24.

There was 1 case of plague and 2 deaths in the Colony during the past twenty-four hours.

Mr R. T. Reid comes out with the best batting average of the Singapore C. C. for last year—Total runs scored, 608; average for innings, 26.74.

The Tientsin Municipality is discussing the purchase of the local waterworks and oil gas company which does the public and private lighting of the Peiho settlement.

Yuan Shih-kai has started his college in Chi-nan-fu, and engaged foreign professors we are told. All modern languages will be included in the course, but preference will be given to English.

The *P. and T. Times* says there is not the slightest likelihood at present of the Chinese Court returning to Peking. Some sixty officials of the various Boards, however, have returned to Peking from Hsian.

Major H. J. Cowan has left England for Wei-hai-wei to take up the duties of Commanding R. E. at that station in succession to Lieut-Colonel G. Penrose, who has been appointed Commanding R. E. at Gosport.

Mr S. Meyer, partner of the Medical Hall, Singapore, died on board the German mail steamer *Kiandach* off Aden on July 29. Mr Meyer had been ill for some time in Singapore, and was taking a trip for the benefit of his health.

Though not in especially weak health, those who have interviewed Li Hung-chang recently state he is undoubtedly breaking up. He lies into paroxysms of rage on the slightest provocation, and these notably leave him prostrated.

Capt. Oswald Ames, the huge Life Guardsman who rode at the head of the Diamond Jubilee procession in London, in 1897, is to be married to Violet, second daughter of the late Lord Francis Cecil, R.N., and Lady Francis Cecil.

Local cricketers will be interested to learn that Lieutenants T. N. S. M. Howard and M. D. Wood, who helped Hongkong in the Interport matches in 1898, have been promoted to the rank of Captain in their old regiment (West Yorks) as from 24th November, 1900.

Inspector-General J. W. Fisher, service paymaster, is to be relieved of the medical charge of the Royal Naval Hospital at Plymouth by Inspector-General T. Bolstey on his return home from the China station, where he gained much practical experience during the war.

Theatre Royal.

The season of the Australian Vaudeville and Specialty Company concluded last evening. There was a large audience and the bouquet fund was much in evidence. The various items were enthusiastically received and altogether the Company got a hearty send-off. Mr Sam Rowley, 'the little man with the big voice,' was encouraged four or five times, and finished up by making a speech thanking the audience for their warm appreciation of his efforts. The different choruses were taken up and repeated by the audience and it was a late hour before the programme came to an end. The Company left to-day per s.s. *Kunming* for Singapore. Bon voyage.

Home for Quarantined Dogs.

The report of the proceedings of the Public Works Committee, at its meeting on 29th July last, was on the table at yesterday's special meeting of the Legislative Council. The following, with reference to the proposed Home for Quarantined Dogs, appears:—The Chairman explained that this matter had previously been before the Committee, and a sum of \$1,600 had been provided in this year's Estimates to cover the cost of the building. A plan and estimate had now been prepared which showed that the cost would be \$1,600. It was unanimously agreed to recommend that a supplementary vote be taken for the sum of \$600 and that the work be proceeded with at once.

Experiences in the Blood.—We have seen some of the letters from people who have received great benefit from the use of Clarke's Blood Mixture. It cannot be too highly estimated, for it cleanses and clears the blood from all impurities. This is a good testimonial from the *Farmly Doctor*, which goes on further to say: 'It is the finest Blood Purifier that science and skill have brought to light, and we can with the most confident recommendation to our subscribers and the public generally.' For Scrofula, Scurvy, Eczema, Bad Legs, Skin and Blood Diseases, Pimples and Sores of all kinds, its effects are marvellous. Thousands of wonderful cures have been effected by it. Clarke's Blood Mixture is sold everywhere, at 2s. 9d. per bottle. Beware of worthless imitations and substitutes.

LOCAL AND GENERAL.

The Straits Governorship.

A private letter from home says:—Colonel Letchworth told me that it was quite definite that Sir Frank Swettenham is the new Governor of the Straits Settlements.

The Willy Chinaman.

Having learnt something about indemnities, the Chinese Government, through Wu-Ting-Fang, the Chinese Minister at Washington, has filed a claim for an indemnity of five hundred thousand dollars for the alleged outrageous treatment of Chinese at Butte, Montana, as far back as 1885.

The Boers and Explosive Bullets.

Captain Slocum, U.S. military attaché with the British troops in South Africa, writes in his official report:—Explosive bullets were in many cases used by the Boers. I have seen a large number in the hands of the captured and wounded. I attach one to this report, taken by me from a Boer belt at Pretoria. There were some twenty others like it in the same belt. It will be noticed that it not only has the lead core exposed, but the sides of the bullet are also split.

The Open Door in Manchuria.

A correspondent writes to the *Singapore Mercury*:—The Rev. J. D. Liddell of the London Mission and Mr May, mining engineer, have gone to the district west of Chinchow in Manchuria. To show the extent to which the 'door is open,' even on the line of railway north of Shaihakuan, built by British enterprise, these British subjects could not pass Shaihakuan without a Russian passport, and this was only granted them by special favour, and after their being able to prove satisfactorily that they had not the remotest connection with the British military authorities.

The late Dr Kerr.

The venerable Doctor Kerr, who has been illing only for a short time, died at his residence in Canton on Saturday, the 10th inst., at 10 p.m. He was buried on Sunday. A memorial service was conducted on Monday at Fong Tsen, the residence of the late doctor. The death of Dr Kerr removes one of the links with the old times in China. The doctor will long be remembered for his work at the Canton Hospital. During the many years he has been in charge of that institution, he has treated probably half a million patients. To the work of healing he added the training of students and the preparation of medical text-books. The time has scarcely come for an estimate to be made of the great services Dr Kerr has rendered to the cause of suffering humanity and science in China. He deservedly held a position second to none.

The Female Lawyer.

In the Court of Session, Edinburgh, on the 12th July, a question that has been agitating legal circles in Scotland for some months as to whether a lady could, under Scottish Statutes, practise as a solicitor, was settled. Miss Margaret Sirang Hall, a young lady of eighteen years, who proposed entering as an apprentice with a Troon solicitor, was refused entrance to the Law Agents' Examination, which it is necessary she should pass, and she petitioned the Court to order the Examiners to receive her. Lords Adam, Kinross, and Pearson stated that they were unanimous with the other Judges who had been consulted in the matter, in deciding that they had no power to admit the lady to the examination. They therefore dismissed her petition, saying there must be an alteration in the law before it was legal for a lady to be a solicitor.

Sharebrokers' Commission.

A circular issued by the newly-started Shanghai Stock Exchange to members on the 2nd inst. reads:—'Upon the requisition of ten members an extraordinary general meeting of the Association is called for 5 p.m. on Monday the 12th inst., to consider and, if approved, to pass the following Resolutions:—That on and after the 1st of September next the scale of brokerage be altered as follows:—Hongkong and Shanghai Bank Shares 3 per cent. from seller and 1 per cent. from buyer. All other Stocks and Debentures 1 per cent. from seller and 1 per cent. from buyer. Stocks bought from Hongkong 3 per cent. from buyer.'

Geo. D. Scott, Secretary.

From the foregoing (says the *China Gazette*) it will be seen that the Exchange admits that the present charges are far too high, but it tries to compromise the matter on the plan of taking with two hands what it formerly grasped at only with one. We think every broker's contract note should pay a stamp duty to the Municipality, if only as a check on gambling and a legitimate source of revenue.

A CURE FOR CHOLERA INFANTUM.

'LAST May,' says Mrs. Curtis Baker, of Brookwater, O., U. S. A., 'an infant child of our neighbor's was suffering from cholera infantum. The doctor had given up all hopes of recovery. I took a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy to the house, telling them I felt sure it would do good if used according to directions. In two days the child had fully recovered, and is now (nearly a year since) a vigorous, healthy girl. I have recommended this Remedy frequently and have never known it to fail in any single instance.' For sale by A. S. Watson & Co., Ltd., General Agents.

LOCAL AND GENERAL.

Barb Gold.

A telegram from Raub dated 4th August, says:—July crushing; 3,500 tons stone for 1,434 oz. melted gold. Average 8 dwts. 5 grs. per ton.

Penang's Municipal Engineer.

The Penang Municipal Commissioners, at a recent meeting, proceeded to ballot for the appointment of Municipal Engineer to the Penang Municipality. Mr. S. Reid, of Singapore, was unanimously appointed on the following terms:—Six months' notice in writing upon either side to terminate the engagement, and Mr. Reid will not be permitted to take up outside work without the sanction of the Commissioners.

Increased Market Accommodation.

At the meeting of the Public Works Committee held on 29th July last, the report of the proceedings of which was laid on the table at yesterday's special meeting of the Legislative Council, it appears that the Chairman (Hon. W. Chatham) submitted plans and estimates for the erection of two temporary markets and an extension of Wanchai Market, as follows:—Temporary market opposite Sailors' Home, \$8,500.00; Temporary market adjacent to new Harbour Office site \$6,500.00; Extension of Wanchai Market, \$7,000.00—a total cost of \$22,000. He explained that a Committee had been appointed, consisting of the Hon. F. H. May, C.M.G., Dr. Clark, Mr. Brewin, the Hon. C. P. Chater and himself, to consider the question of providing increased market accommodation and, as the result of that Committee's recommendations, the plans and estimates submitted had been prepared. It was unanimously agreed to recommend that a Financial Minute be obtained to cover the estimated expenditure this year and that the works be put in hand at once.

The Lee-Metford Bullet.

The U. S. attaché with the British troops in South Africa writes:—In this connection, cavalry and mounted infantry, I will state my belief that our cavalry, as drilled and instructed, is the best in the world to meet successfully the new conditions of war. That dismounted fire action for cavalry is a necessary component of its success I do not think there is a doubt, and our cavalry is the only one in the world thoroughly drilled and instructed in it. From conversation with the eight other attachés representing all the large powers of the world, I was especially struck with the fact of how little serious attention has been given to this matter in the cavalry of other countries. My experience has convinced me that the day of large cavalry bodies meeting in a melee is past, and that cavalry using a long distance carbine, with bullet not under .35-caliber, and instructed as ours is quickly to dismount and use it, will defeat any opposing horseman trying to do home with sabre or lance. I would lay special stress on the larger caliber, for the .303 non-explosive will not stop a horse. I have seen horses shot right through the neck or body by the small bullet go all the afternoon with their riders and be entirely fit in three or four days. In my opinion, the bullet is too merciful which permits of a larger percentage of those wounded by it to return to the front within a few weeks, as the Mauser .27 and Lee-Metford .303 did in this war. The clip system of the Mauser rifle is, I think, an excellent one. Not only are the cartridges loaded into the magazine much more quickly than without it, but the clip holds the cartridges in the belt and prevents their being lost. The belt worn by the Boers generally had twelve pockets, with a flap coming down over it and fastened to a stud. The bottom of the pocket or pouch was perforated. The clip with five cartridges in it was put horizontally into the pouch, the ends of the cartridges protruding through the holes at the bottom, and the flap fastened down; the cartridges were then secured and could also be withdrawn quickly from the pouch. The action of the Lee-Metford is like ours in respect to the loading, each cartridge being separately inserted. The infantry carried their cartridges loose in two pouches in front on each side of the belt plate; the effect of which was bad in two ways; the man could not lie prone and was constantly losing his cartridges. Our cavalry, combining as it does the essential advantage of both mounted infantry and cavalry requires unnecessary the two distinct branches, but it should have a gun firing a larger bullet.

In the springtime of youth, the value of rest, robust, rousing health is incalculable. The happiness and success of after-life is in a large measure dependent upon the outcome of this formative period.

Stearns' Wine as a tonic, blood-builder and health-giver is admirably adapted to the treatment of run-down, depressed and sickly conditions of children. Children like it and it never fails to benefit. Ask your Chemist. Sold by all Chemists; wholesale from A. S. Watson & Co., Ltd., Hongkong.

'True Health and Vigor of an individual depend upon the quality and quantity of the Blood. When the tissues have been at work, there are thrown into the blood, waste products, and if these are not eliminated but (through any cause) detained in the blood they influence nutrition and function and finally produce organic disease.'—*The Humanitarian*. In cases of Scrofula, Scurvy, Eczema, Bad Legs, Skin and Blood Diseases, Pimples and Sores of all kinds, the effects of Clarke's Blood Mixture are marvellous. Thousands of wonderful cures have been effected by it. Clarke's Blood Mixture is sold everywhere, at 2s. 9d. per bottle. Beware of worthless imitations and substitutes.

TELEGRAMS.

[REUTERS SERVICE.]

ENGLAND AND CHINA.

London, 12th July, 1901.
The delay in the signing of the Protocol is due to England objecting to Powers with microscopic commercial interests enjoying an equal voice with herself on the proposed international tariff revision commission.

THE THIBETAN MISSION TO RUSSIA.

Lord Cranborne states that Count Lamsdorff, Russian Minister of Foreign Affairs, has informed Sir Nicholas O'Connor that the Thibetan mission to Russia has neither political nor diplomatic significance.

PARLIAMENT.

In the House of Commons, the Royal Tithe and Pacific Cable Bills have passed the second reading.

[HAYES SERVICE.]

FRANCE AND TURKEY.

Paris, August 8.
A diplomatic conflict has arisen between Turkey and France. The latter Power demands in effect the settlement of several industrial and financial affairs at present in suspense.

THE STEEL STRIKE IN AMERICA.

It is telegraphed from New York that the negotiations between the employers and workmen in the steel industries in Pennsylvania have fallen through, and it is believed that there will be more than 100,000 workmen on strike before the end of the week.

FRENCH COMMANDER LEAVES CHINA.

General Vayron left on the 7th for Japan, along with General Baillolet. It is expected that the commander will arrive about the 22nd of this month at Shanghai.

[DER OOSTERVAATSE LLOYD SERVICE.]

LONDON DOCK DUES.

Berlin, August 8.
It is reported from London that the India Docks are raising the tonnage dues from 1s. 1d. to 18s.

STATE OF SIEGE IN VENEZUELA.

In Venezuela a state of siege has been proclaimed.

THE STEEL STRIKERS.

The general strike of the steelworkers will break out all over the United States to-morrow, when 100,000 labourers are resolved to lay down their work, until the Steel Syndicate has accepted their terms.

COUNT WALDERSEE'S RECEPTION.

The arrival of Count Waldersee, although the country is in mourning and consequently no music allowed, was still very impressive, and rather enthusiastic. The Crown Prince, who was to welcome the Marshal home, had also gone to Kronberg. The Emperor's Aide-de-Camp, General von Wittich, received the Count in the name of His Majesty, who also sent a telegram thanking the Field Marshal heartily for his services and conferring upon him the Order Pour le Mérite. The Prince Regent of Bavaria honoured the Count by conferring the Order of St. Hubertus upon him. The Senate of Hamburg gave him the Freedom of the City.

LORD KITCHENER'S SUCCESSOR.

General Lytton has been appointed successor to Lord Kitchener as Commander-in-Chief of the British troops in South Africa.

DEATH OF AN ITALIAN GENERAL.

The Italian General, Oreste Baratieri, who retired into private life after the unfortunate expedition to Abyssinia, has died.

SPAIN, ENGLAND AND MOROCCO.

A report published by many of the European newspapers, that Spain and England have entered into an agreement as to the future of Morocco, is denied peremptorily at the proper quarters.

Mrs. Timm: I don't suppose it would be proper for me to kiss you on such short acquaintance. Miss Link: No, I suppose not; but isn't it too bad we haven't been acquainted longer?

Nervousness.

The nervous system of the human body is very complicated and its tissue very delicate. The function of each organ is performed under stimulus conveyed by its special nerves. Continued strain on the nervous system is debilitating, since it reduces the amount of nerve tissue. Nerve tissue is composed of cells like other tissue, and is dependent upon the circulation of the blood and nutrition in general for the sustenance of healthy conditions. Stearns' Wine of Cod Liver Oil is not a mere nerve sedative or stimulant. It is a nerve builder. It makes strong nerves, healthy nerves, and is unsurpassed as a cure for nervousness. At all Chemists, and Wholesale from A. S. Watson & Co., Ltd., Hongkong.

MEMORIAL TO THE LATE QUEEN VICTORIA.

Public Subscription in Hongkong.

To-day, at noon, a largely attended public meeting, called by His Excellency the Governor, was held in the Council Chamber, for the purpose of taking steps to carry out the suggestion of the Secretary of State for the Colonies that the Colony of Hongkong should contribute towards a Memorial of Her late Majesty Queen Victoria.

His Excellency the Governor presided, and among the others present were—His Honour A. G. Wise, Acting Chief Justice, Hon. J. H. Stewart Lockhart, C. M. G., Colonial Secretary, Hon. W. Chubb, Acting Director of Public Works, Hon. F. H. May, C. M. G., Captain Superintendent of Police, Hon. J. J. Bell Irving, Hon. T. H. Whitehead, Hon. J. Thurburn, Hon. Dr. Ho Kai, Hon. Wei A. Yuk, Members of Legislative Council, Mr. R. F. Johnston, Acting Clerk of Council, Sir Thomas Jackson, Right Rev. the Bishop of Victoria, Commodore Powell, C. B., Messrs H. A. Ritchie, Superintendent of the Straits Navigation Co., A. H. Reming, merchant, R. Sheehan, merchant, R. K. Leigh, architect, C. Palmer, architect, A. J. Baymood, merchant, H. N. Mody, broker, D. H. Mosey, merchant, W. Pate, merchant, H. B. T. Tuckwell, merchant, R. P. Tuckwell, Assistant Director of Public Works, P. van der Ploeg, Manager Joint Telegraph Co., T. B. Moorhead, Commissioner of Maritime Customs, T. E. Cooker, Deputy Commissioner of Maritime Customs, Dr. A. K. Wilson, Principal Civil Medical Officer, R. C. Wilson, Rev. F. T. Johnson, J. A. Jupp, merchant, K. C. Wilson, estate agent, etc. A large number of Chinese were also present.

The Colonial Secretary read the Governor's letter calling the meeting. His Excellency said: Gentlemen, I have asked you to meet me here to-day in consequence of the receipt of an invitation from the Secretary of State in the shape of a Despatch, which has been published in the Press, and which I have no doubt you have all read, inviting the outlying portions of the Empire to contribute towards a monument to be erected to our late beloved sovereign in London. I call your attention to the last paragraph of that Despatch in which Mr. Chamberlain says:—'In making this request, I do not forget that many Colonies will desire to have their local memorial, but I am led to believe that they also wish to be distinctly and separately represented in the commemorative monument, which is intended to perpetuate in the heart of the Empire the glories of Her Majesty's reign, and the loving devotion in which She was held throughout Her dominions.' Now, it is in pursuance of that that I have asked you to meet me here to-day for the purpose of initiating a movement in Hongkong in the shape of a public contribution towards such a great monument. This invitation comes to us very fitly at a time when the first great burst of sorrow for the loss of our dear Queen has passed away and men begin to think calmly and dispassionately how we can commemorate the reign of our great Queen, and the devotion in which we were born, and under whose wise rule we have seen England expand her wings of Empire until her flag floats over every quarter of the globe, until her dominion embraces a quarter of the human race who only yesterday were as individuals, the people of a single island.

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long ought to be well to the front in giving its tribute towards the colossal monument which, I believe, is to be raised in Buckingham Palace in London. I am glad to say that there is only one opinion in this Colony about this matter, and I am glad to say that many of our friends other than British, who have participated in the perpetuity of this place, will be only too glad to help us in the matter. (Applause). I don't think I can add anything further to the eloquent words of His Excellency has just spoken. I will therefore conclude my remarks by moving the resolution which is as follows:—

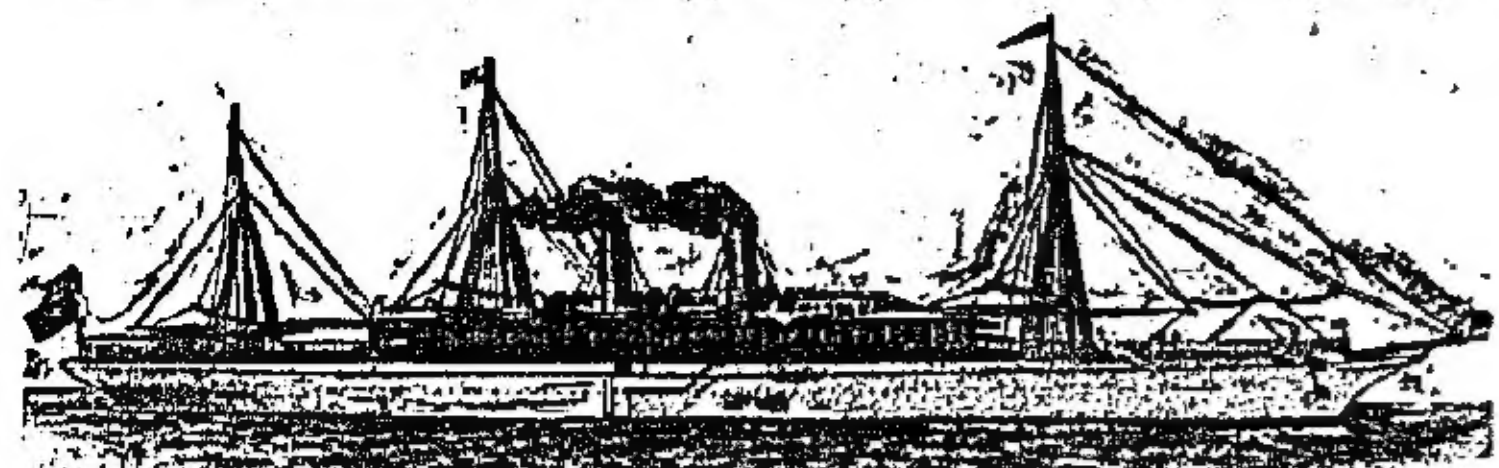
'That in accordance with the suggestion of the Secretary of State contained in his Despatch of the 10th June last, a subscription be raised in Hongkong in aid of the Memorial of Her late Majesty Queen Victoria, and that the following Committee be appointed to make arrangements for raising such subscription, viz.:—His Honour Mr. Wise; Hon. J. H. Stewart Lockhart, C. M. G.; Hon. W. Chubb, Acting Director of Public Works, Hon. F. H. May, C. M. G.; Captain Superintendent of Police, Hon. J. J. Bell Irving, Hon. T. H. Whitehead, Hon. J. Thurburn, Hon. Dr. Ho Kai, Hon. Wei A. Yuk, Members of Legislative Council, Mr. R. F. Johnston, Acting Clerk of Council, Sir Thomas Jackson, Right Rev. the Bishop of Victoria, Commodore Powell, C. B., Messrs H. A. Ritchie, Superintendent of the Straits Navigation Co., A. H. Reming, merchant, R. Sheehan, merchant, R. K. Leigh, architect, C. Palmer, architect, A. J. Baymood, merchant, H. N. Mody, broker, D. H. Mosey, merchant, W. Pate, merchant, H. B. T. Tuckwell, merchant, R. P. Tuckwell, Assistant Director of Public Works, P. van der Ploeg, Manager Joint Telegraph Co., T. B. Moorhead, Commissioner of Maritime Customs, T. E. Cooker, Deputy Commissioner of Maritime Customs, Dr. A. K. Wilson, Principal Civil Medical Officer, R. C. Wilson, Rev. F. T. Johnson, J. A. Jupp, merchant, K. C. Wilson, estate agent, etc. A large number of Chinese were also present.

The Colonial Secretary read the Governor's letter calling the meeting. His Excellency said: Gentlemen, I have asked you to meet me here to-day in consequence of the receipt of an invitation from the Secretary of State in the shape of a Despatch, which has been published in the Press, and which I have no doubt you have all read, inviting the outlying portions of the Empire to contribute towards a monument to be erected to our late beloved sovereign in London. I call your attention to the last paragraph of that Despatch in which Mr. Chamberlain says:—'In making this request, I do not forget that many Colonies will desire to have their local memorial, but I am led to believe that they also wish to be distinctly and separately represented in the commemorative monument, which is intended to perpetuate in the heart of the Empire the glories of Her Majesty's reign, and the loving devotion in which She was held throughout Her dominions.' Now, it is in pursuance of that that I have asked you to meet me here to-day for the purpose of initiating a movement in Hongkong in the shape of a public contribution towards such a great monument. This invitation comes to us very fitly at a time when the first great burst of sorrow for the loss of our dear Queen has passed away and men begin to think calmly and dispassionately how we can commemorate the reign of our great Queen, and the devotion in which we were born, and under whose wise rule we have seen England expand her wings of Empire until her flag floats over every quarter of the globe, until her dominion embraces a quarter of the human race who only yesterday were as individuals, the people of a single island.

All the products of the wonderful century in which we have seen art, science, commerce and every branch of human learning increase with extraordinary rapidity, the most beautiful has been the advent of a great monarch who has been at the same time a great and good woman, a monarch who has been as knowledgeable as a pattern for all time as a just and wise ruler of a free people, a woman whose blameless character will be cited through future ages as a pattern to be followed by every good woman who wants to perform her duties properly in every sphere of life. From the moment when, as a young and trembling girl, she turned from the kneeling nobles who announced her accession, and sought an instant prayer for strength to bear faithfully the burden of her stupendous responsibilities, until full of years and the honours of a world-wide admiration and reverence she sank peacefully to her rest, Queen Victoria reigned in her devotion to her public duty, not only did she rule in the world over the welfare of her people. When every throne in Europe and every monarch reigned in the upheavals of the only part of the nineteenth century, the waves of rebellion broke harmlessly against her throne, firmly seated as it was in the hearts of the people, and the fierce light that leaped upon every throne served in her case but to reveal more clearly the exquisite beauties of truth and purity and justice and goodness. Great Queens there have been, Sappho, Cleopatra, Isabella, Catherine, down the ages when the personal love of those who lived in her generation is removed and history of the future examines the facts of the present with critical impartiality, the name of Victoria the Great will be among the most worthy of admiration, of reverence, of love among the mightiest monarchs of all time. To such a monarch it is right that such a monument shall be raised in the heart of the Empire as shall vie with any other monument erected to the greatest of the world's rulers. And it is right that every portion of this vast Empire shall contribute towards its erection. In this common contribution I have no doubt whatever that the community of Hongkong will bear a fitting part. Never has Hongkong been appealed to in vain in the cause of charity, but in this case we are asked to mark our steps of the great and beautiful character of the great Queen whose name has to us been a household word, and under whose will and past rule men of all races have enjoyed the blessings of freedom, of justice, and of equality before the law. No people would wish this proposal to contribute, but I leave it in your hands, with the perfect assurance that the contribution from Hongkong will be worthy of this important and prosperous Colony.

Sir Thomas Jackson said: Your Excellency and gentlemen, the duty devolved upon me to propose what I believe to

Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(Callings at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.
Having 8 to 7 days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)
EMPRESS OF INDIA...Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 28th Aug. 1901
ATHENIAN...Comdr. H. MOWAT, R.N.R. THURSDAY, 4th Sept. 1901
EMPRESS OF JAPAN...Comdr. H. PYER, R.N.R. WEDNESDAY, 25th Sept. 1901
EMPRESS OF CHINA...Comdr. R. ARCHIBALD, R.N.R. WEDNESDAY, 25th Oct. 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED, TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

Special Extra Service.

The Company's Extra Steamships 'ATHENIAN' and 'TARTAR' have now been placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as additional sailings.

In addition to the excellent First Saloon Passenger accommodation, the 'ATHENIAN' takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, and also Steamer. The 'TARTAR' takes First Class and Steamer Passengers only. The run is usually made between YOKOHAMA AND VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

Hongkong, August 13, 1901.

D. E. BROWN, General Agent,
PADDY STREET.

IMPERIAL GERMAN MAIL LINE

NORDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG.

PORTS IN THE LANTIAN, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, LOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHERN PORTS TO LAND PASSENGERS AND LUGGAGE. N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Sailing Dates.
KONG ALBERT...	WEDNESDAY, 21st August.
PRINZESS IRENE...	THURSDAY, 5th September.
KONG ALBERT...	THURSDAY, 19th September.
PRINZESS IRENE...	WEDNESDAY, 2nd October.
HAMBURG (HAMBURG-AMERIKA LINIE)...	WEDNESDAY, 16th October.
SACHSEN...	WEDNESDAY, 29th October.
KLAUSCHOU (HAMBURG-AMERIKA LINIE)...	WEDNESDAY, 13th November.
BAYERN...	WEDNESDAY, 27th November.
STUTTGART...	WEDNESDAY, 11th December.
KONG ALBERT...	WEDNESDAY, 24th December.
PRINZESS IRENE...	WEDNESDAY, 6th Jan. 1902.
PRINZ HEINRICH...	WEDNESDAY, 20th January.
PRIEDRSEN...	WEDNESDAY, 3th February.
HAMBURG (HAMBURG-AMERIKA LINIE)...	WEDNESDAY, 17th February.
SACHSEN...	WEDNESDAY, 3th March.

ON WEDNESDAY, the 21st day of August, 1901, at Noon, the Steamship KONG ALBERT of the NORDEUTSCHER LLOYD, Captain C. POLACK, with MAIL, PASSENGERS, SPECIE, and CARGO will leave this Port as above. Calling at NARVES and GENOA.

Shipping Orders will be granted till Noon, on Monday, the 19th August, Cargo and Specie will be received on Board until 5 p.m. on Tuesday, the 20th August, and Parcels will be received at the Agency's Office until Noon on Tuesday, the 20th August.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardses. Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS.	TO SAIL
TIENTSIN	KWANGTUNG	17th August.
NAGASAKI, KOBE AND MOJI	KASHING	19th August.
MANILA, ILOILO AND CEBU	SUNGKIAN	20th August.
NINGPO AND SHANGHAI	VOONGH	20th August.
SHANGHAI	CHANGHAI	24th August.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A duly-qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, August 14, 1901.

AGENTS.

HAMBURG-AMERIKA LINIE.
NORDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, GOSFORD, LONDON, LIVERPOOL, GLASGOW, TIRNEZ, GENOA, PORTS in the LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL
CALLING AT SINGAPORE AND PENANG.		
S.S. Alexandria, Capt. BORDEN,		27th August, Freight.
FOR HAVRE AND HAMBURG.		
CALLING AT SINGAPORE AND COLOMBO.		
S.S. Sibiria, Capt. PORZELUS,		10th September, Freight and Passengers.
FOR HAVRE AND HAMBURG.		
CALLING AT SINGAPORE AND PENANG.		
S.S. Andalusien, Capt. ELLERS,		21st September, Freight.
FOR HAVRE AND HAMBURG.		
CALLING AT SINGAPORE AND COLOMBO.		
S.S. Arabia, Capt.,		5th October, Freight.
FOR NEW YORK.		
Via SUEZ CANAL.		
S.S. Argonia, Capt. FOSTER,		End of August or Beginning of September, Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,

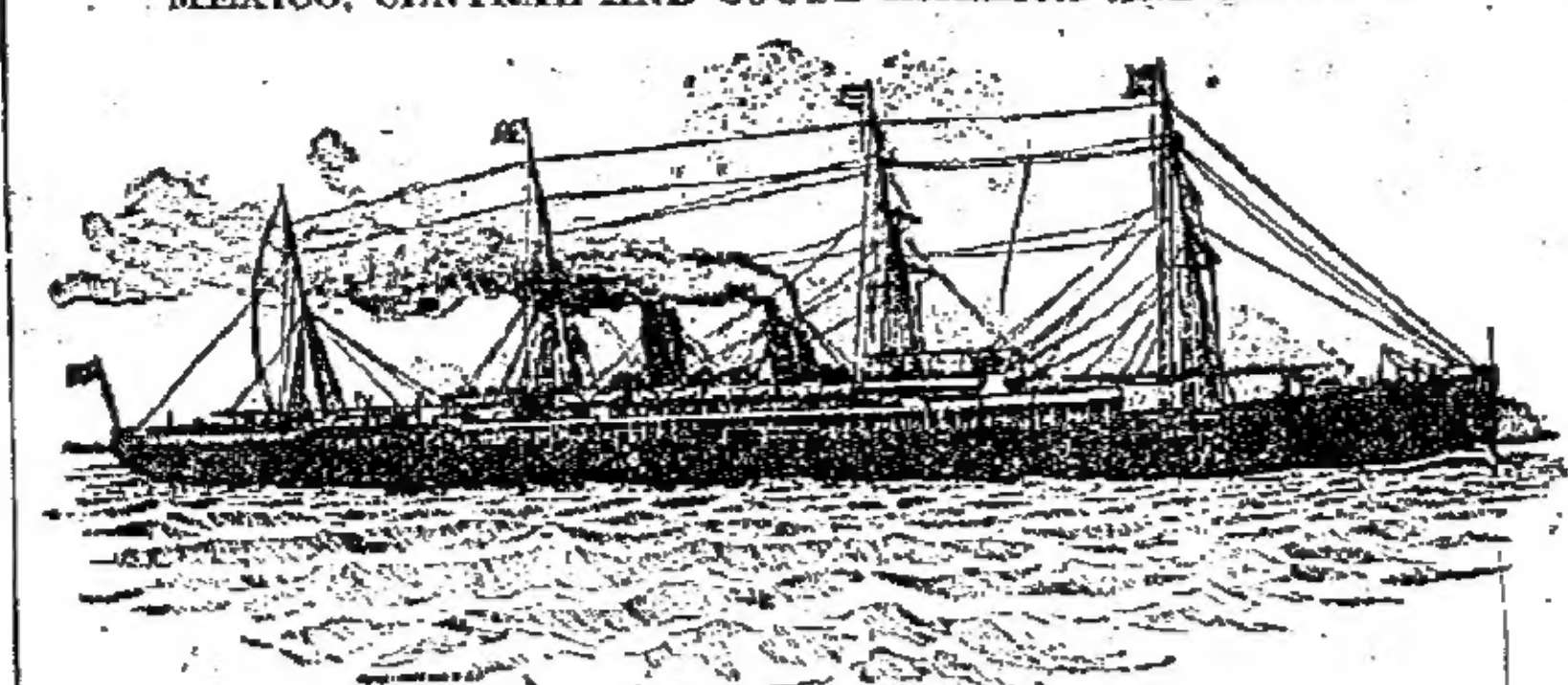
HONGKONG OFFICE,
Queen's Buildings, No. 1.

Shipping.

U. S. MAIL LINES.

PACIFIC MAIL STEAMSHIP COMPANY AND
OCCIDENTAL & ORIENTAL STEAMSHIP CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.



PROPOSED SAILINGS FROM HONGKONG.
DORIC...THURSDAY, 16th Aug. at Noon.
PERU...SATURDAY, 31st Aug. at Noon.
CITY OF PEKING...TUESDAY, 10th Sept. at Noon.
CITY OF PEKING...TUESDAY, 24th Sept. at Noon.

THE O. & O. Company's Steamship DORIC will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 16th August, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the Principal Cities of the United States of America. Passengers holding through ORDERS TO EUROPE have the choice of the Overland and Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines. Special Rates (First Class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special Rates (First Class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to Passengers who do not hold Return Tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for Importation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of cargo or parcel (valued at \$100 and upwards) should be presented to the Collector of Customs at San Francisco. Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Buildings, Hongkong, August 6, 1901.

GEORGE ECKLEY, Acting Agent.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

Northern Pacific Railway Co.

Steamer.	Tons.	Captain.	Proposed Sailing.
Glover...	2928	J. Barker	August 19
Albatross...	3001	W. Watt	August 27
Idle of Pige...	3821	J. S. Cox	September 10
Olympia...	2837	J. Truebridge	October 1

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.

Excellent accommodation. First class Table. Doctor and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 43 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA, £35.

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Service.

For further information as to Passage or Freight, apply to

Doddwell & Co., Limited, General Agents.

OCEAN STEAMSHIP COMPANY

OUTWARDS.

FROM	STEAMERS.	TO SAIL
GLASGOW AND LIVERPOOL	OSWEGO	15th August.
GLASGOW AND LIVERPOOL	OSWEGO	20th August.
GLASGOW AND LIVERPOOL	OSWEGO	26th August.
GLASGOW AND LIVERPOOL	OSWEGO	31st August.
GLASGOW AND LIVERPOOL	OSWEGO	6th September.
GLASGOW AND LIVERPOOL	OSWEGO	12th September.
GLASGOW AND LIVERPOOL	OSWEGO	18th September.

HOMEBWARDS.

FOR	STEAMERS.	TO SAIL
LONDON	PELUS	20th August.
LONDON	PELUS	3rd September.
LONDON	PELUS	17th September.
LONDON	PELUS	1st October.
LIVERPOOL D'ROCK	OSWEGO	15th September.

(Taking Cargo at London Rates.) For Freight, apply to BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, August 13, 1901.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

Steamers.	Destinations.	Sailing Dates.
SANUKI MARU,	KOBE & YOKOHAMA.	FRIDAY, 16th Aug. at Daylight.
YAMAGUCHI MARU,	BOMBAY, VIA SINGAPORE and COLOMBO.	FRIDAY, 16th Aug. at Noon.
S. YOSHIZAWA,	VICTORIA, B.C. and SEATTLE.	MONDAY, 19th Aug. at 4 p.m.
KAMAKURA MARU,	U.S.A. Via SHANGHAI, MOI, KOBE and YOKOHAMA.	FRIDAY, 23rd Aug. at Daylight.
S. PETERSEN,	MANILA, LONDON, ANTWERP, VIA SINGAPORE, Peking, Colombo and Port Said.	FRIDAY, 23rd Aug. at 4 p.m.
KAWACHI MARU,	SYDNEY & MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 23rd Aug. at Noon.
KASUGA MARU,	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 30th Aug. at Daylight.
H. FRASER,	KOBE and YOKOHAMA.	Aug. at Daylight.
ROSETTA MARU,		
HAKATA MARU,		
E. L. ISOMER,		

Through Passage Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. Mihara, Manager.

Hongkong, August 13, 1901.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATES named—

FOR	STEAMSHIP	CAPTAIN	DATE.
SHANGHAI	Paromatta	R. T. COOK, R.N.R.	About 16th Aug.
LONDON, &c.	Cornwall	F. W. VIBERT, R.N.R.	Noon, 17th Aug.
KOBE	Pekin	F. J. FOX	About 17th Aug.
SHANGHAI	Nanin	C. J. BENTON, R.N.R.	About 21st Aug.
YAMA, VIA SHAI	Paromatta	B. H. W. SNOW	About 26th Aug.
LONDON	Banco	E. P. MARTIN, R.N.R.	About 7th Sept.

* See Special Advertisement.
† For Freight only.
‡ For Freight or passage, and further Particulars, apply to

P. & O. S. N. Co.'s Office, Hongkong, August 14, 1901.

H. A. RITCHIE, Superintendent.

799

HAMBURG-AMERIKA LINIE.

FOR YOKOHAMA.

THE Steamship FLANDRIA, Captain ECHMANN, will be despatched for the above Port on FRIDAY, the 16th Inst., at Noon.

This Steamer has superior Accommodation for First-class Passengers.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, August 13, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN & HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Nippon Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, August 24, at Noon.

America Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, Sept. 17, at Noon.

Hongkong Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, Oct. 12, at Noon.

Yama & Honolulu) Saturday, Oct. 12, at Noon.

THE Twin-Screw S. S. NIPPON MARU will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 24th August, at Noon, 1901, taking Freight and Passengers for Japan, the United States and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the Principal Cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 4 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Buildings.

GEORGE ECKLEY, Acting Agent. Hongkong, August 3, 1901.

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Shipping.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship GUTHRIE, Captain McARTHUR, will be despatched for the above Ports on THURSDAY, the 16th August, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, July 27, 1901.

1550

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPPER AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO, AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN & HONOLULU.

